



Strand Associates, Inc.®

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Madison, WI 53715

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November 9, 2017

Ms. Ahnaray Bizjak, P.E.
5520 Lacy Road
Fitchburg, WI 53711

Re: Typical Section Alternatives Evaluation, McKee Road–Commerce Park Drive to Seminole Highway

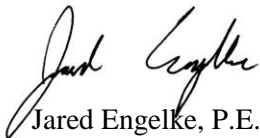
Dear Ms. Bizjak:

Enclosed is the typical section alternatives technical memorandum for McKee Road from Commerce Park Drive to Seminole Highway. Thank you for the opportunity to complete this technical memorandum.

Please call me with questions or to discuss the content.

Sincerely,

STRAND ASSOCIATES, INC.®



Jared Engelke, P.E.

Enclosure: Technical Memorandum

c: Cory Horton, P.E., Director of Public Works, City of Fitchburg

Technical Memorandum for City of Fitchburg, WI

Typical Section Alternatives Evaluation McKee Road–Commerce Park Drive to Seminole Highway



Prepared by:

STRAND ASSOCIATES, INC.®
910 West Wingra Drive
Madison, WI 53715
www.strand.com

November 2017



PROJECT SUMMARY

Strand Associates, Inc.[®] (Strand) was selected by the City of Fitchburg (City) to prepare drawings and specifications for the reconstruction of McKee Road (County PD) between Commerce Park Drive and Seminole Highway. The project is being completed in conjunction with the City and the Wisconsin Department of Transportation (WisDOT) and improvements are anticipated to include pavement and curb and gutter replacement along with the enhancement of pedestrian and bicycle accommodations within the corridor. This project will construct a grade-separated crossing of the Badger State Trail at its crossing of McKee Road and will also adjust/relocate existing watermain, sanitary sewer, storm sewer, and street lighting where necessary. The horizontal alignments are anticipated to remain similar to the existing roadway. The vertical alignments are anticipated to remain, similar to the existing roadway, except for the approaches to the Badger State Trail grade-separated crossing and the northern approach of Seminole Highway as it intersects McKee Road. Real estate acquisitions are anticipated along the corridor in the form of strip takings and construction is anticipated to take place in 2020, concurrently with WisDOT's Verona Road project.

The following typical section alternative evaluation will discuss the three typical section alternatives presented at the September 20, 2017 public involvement meeting held for the project. A fourth alternative, developed through public input, will also be discussed. This evaluation will serve as the basis for selecting a preferred alternative for the project corridor.

EXISTING CONDITIONS AND PROJECT PURPOSE AND NEED

McKee Road is a four-lane divided roadway and is classified as a principal arterial. The roadway serves as a primary east-west route through the northern section of the City. It carries an average daily traffic of approximately 29,300 vehicles per day with about 5.3 percent of that traffic being trucks. City designated bicycle routes run through the entire project corridor and the Badger State Trail crosses the project corridor at approximately the midpoint.

The purpose of this project is to enhance multimodal accommodations and connectivity, to improve pavement condition, and to improve traffic operations at intersections.

The three main needs that support the project purpose are as follows:

A. Multimodal Accommodations

CTH PD (McKee Road) currently has either continuous sidewalk or multiuse path along the southern side of the roadway for the entire project length; however, on the north side of the roadway, only a multiuse path exists between Spoke Drive and the Badger State Trail. A short section of sidewalk also exists along the north side of the roadway connecting the Pine Ridge neighborhood to the northwest quadrant of the McKee Road and Seminole Highway intersection. Bicycle lanes are present along McKee Road, but are underused because of the roadway speed, traffic volumes, and concrete riding surface. Figure 1 shows the locations of the existing bicycle and pedestrian accommodations within the project corridor.

Pedestrian and bicycle accommodations are a key component of a balanced transportation system and the City policies include provisions for including bicycle and pedestrian facilities when rehabilitating city

streets. Also, the Federal Highway Administration (FHWA) states that improving conditions and opportunities for walking and bicycling is important for individuals and the community and should be integrated on rehabilitated roadways. The City of Fitchburg 2017 Bicycle and Pedestrian Plan designates McKee Road as a primary bicycle corridor.

B. Pavement Condition

The current pavement was last improved in 1998 and is in poor condition. It can no longer be economically maintained. McKee Road's pavement is rated a 6 out of 10 by the City's Pavement Surface and Evaluation Rating System (PASER). The PASER is a numerical rating system that ranges from 1 for completely failed pavement to 10 for pavement in excellent condition. A PASER rating of 6 is considered fair pavement condition, but with the need for structural improvement. This rating is consistent with the pavement condition and ride on McKee Road. The roadway has widespread deteriorating and heaving joints in addition to longitudinal, transverse, and alligator cracking and pavement rutting. The roadway condition worsens during the winter months due to heaving joints.

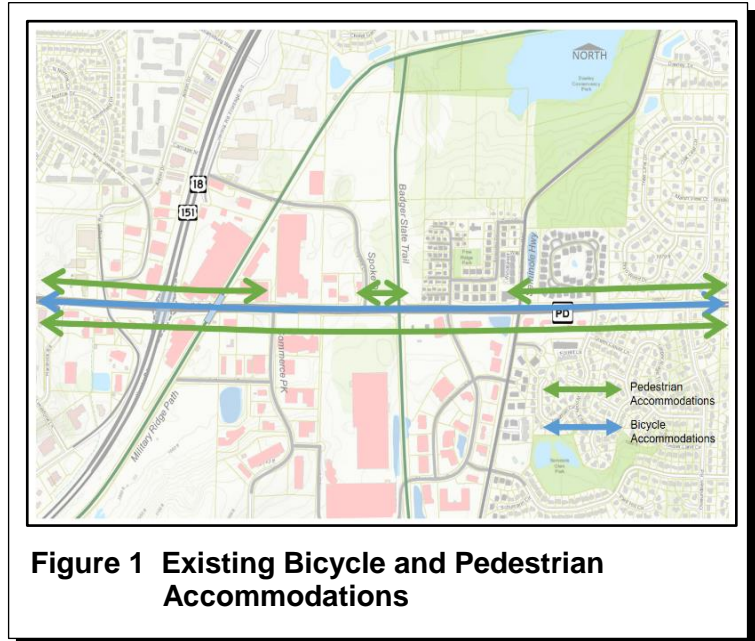


Figure 1 Existing Bicycle and Pedestrian Accommodations

C. Traffic Operations at Intersections

There are three signalized intersections and one stop-controlled intersection in the project corridor. The intersections along McKee Road are at Commerce Park Drive, Spoke Drive, Marketplace Drive/Pineway Trail, and Seminole Highway. Currently, traffic congestion during peak travel times is experienced at the project intersections, particularly at the Commerce Park Drive and Seminole Highway intersections. In addition to the roadway intersections, the Badger State Trail crosses McKee Road at approximately the midpoint of the project corridor.

PROJECT FUNDING

The City applied for, and received, a Surface Transportation Program (STP) grant for the proposed improvement of this urban corridor. This grant allocates \$3.485 million of federal aid for the project with a 60 percent federal, 40 percent local cost share. Project costs exceeding \$5.28 million will require 100 percent local funding. Local funding for construction in the current CIP includes the following:

- \$730,400 of borrowing.
- \$60,000 in revenue from assessments.
- \$1,890,000 from the District 6 TIF.
- \$40,000 from City Utilities.

The total local funding for construction is \$2,720,400. Additionally, Dane County is contributing half of the cost for a two-inch surface overlay of the existing roadway from Marketplace Drive to Seminole Highway and 10 percent of the cost of the Badger State Trail underpass. Dane County's contribution to the project is estimated to be approximately \$425,000. The total project funding for construction is summarized below.

- Federal Grant—\$3,485,000
- Local—\$2,720,400
- County—\$425,000
- Total—\$6,630,400

TYPICAL SECTION ALTERNATIVES

Three typical section alternatives for the project corridor were developed and presented at the September 20, 2017 public involvement meeting. The public input resulting from the meeting is included in the appendix. The three typical section alternatives were developed through coordination with project stakeholders, including Madison Metro Transit, Dane County, the Wisconsin Department of Natural Resources (WDNR), and the City. Additionally, traffic forecasts for the design year of 2040 were provided by the Madison Area Transportation Planning Board. The average daily traffic on McKee Road is forecasted to increase to approximately 32,200 vehicles per day by 2040 as compared to a current (2015) traffic volume of 29,300 vehicles per day. The Wisconsin Department of Transportation establishes 47,000 vehicles per day as a threshold for maintaining a four-lane roadway with acceptable traffic operations. A 6-lane roadway generally better facilitates traffic for roadways with traffic volumes exceeding 47,000 vehicles per day. The traffic forecasts provided by the Madison Area Transportation Planning Board for the project are included in the appendix.

A fourth typical section alternative was developed as a result of public input. All four typical section alternatives consist of maintaining the existing four-lane divided roadway, with intersection improvements, and include an underpass for the Badger State Trail crossing of McKee Road. Each alternative provides varying levels and combinations of bicycle and pedestrian facilities. The four typical section alternatives, along with anticipated right-of-way acquisition impacts and anticipated costs for Alternatives A, B, C, and D are summarized below.

A. Alternative A—Maintain Integral Curb and Gutter

This alternative, shown in Figure 2 and located in the appendix, maintains the existing integral curb and gutter along the corridor. The 5.5-foot wide curb and gutter provides a five-foot bicycle lane directly adjacent to the roadway as it functions today. The alternative provides a separated 10-foot-wide asphaltic multiuse path along the south side of the roadway and concrete sidewalk along the north side of the roadway where it currently exists and where it is desired.

This alternative is the least costly alternative and has minimal right-of-way acquisition. This alternative also provides continuity in the bicycle accommodations along McKee Road outside the project corridor. However, this alternative does not provide bicycle-vehicle separation due to maintaining the existing bicycle lanes. This alternative does not meet the guidance of the City of Fitchburg 2017 Bicycle and Pedestrian Plan.



Figure 2 Alternative A—Maintain Integral Curb and Gutter

1. Anticipated Cost Range: \$5.4 million to \$5.9 million
2. Anticipated-right-of-way acquisition: 5,100 square feet from 4 parcels
3. Typical Section Alternative Comparison Rank (1=highest; 3=lowest)
 - Bicycle-vehicle separation—3
 - Bicycle rider comfort—3
 - Corridor Consistency—1 (tie with Alternative C)
 - Public support to date—3

B. Alternative B—Raised Cycle Track

This alternative, shown in Figure 3 and located in the appendix, removes the on-street bicycle lanes and provides a separated two-way raised cycle track along the south side of the roadway. Adjacent to the raised cycle is a 2-foot buffer between it and concrete sidewalk. Concrete sidewalk is also located along the north side of the roadway where it currently exists and where it is desired. This alternative is anticipated to be slightly more expensive than Alternative A and also has minimal right-of-way acquisition.

This alternative also provides bicycle-vehicle separation via the two-way raised cycle track. However, this alternative does not provide continuity for westbound bicyclists as this alternative requires them to cross McKee Road at the Commerce Park Drive intersection and again at the Seminole Highway intersection to utilize the cycle track along the south side of the roadway.

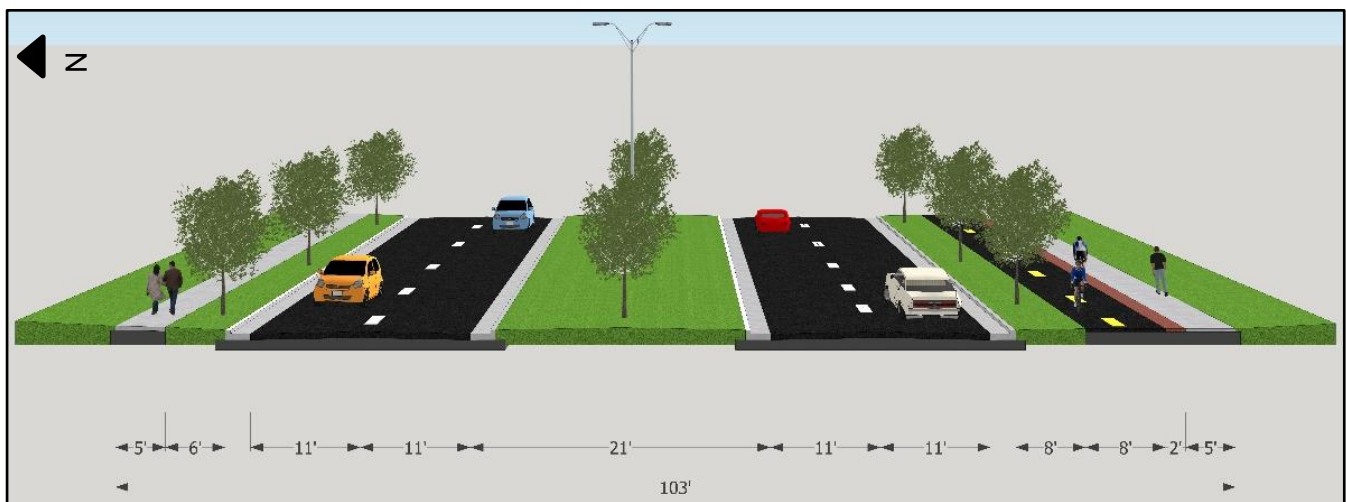


Figure 3 Alternative B—Raised Cycle Track

1. Anticipated Cost Range: \$5.6 million to \$6.1 million
2. Anticipated right-of-way acquisition: 4,100 square feet from 3 parcels
3. Typical Section Alternative Comparison Rank (1=highest; 3=lowest)
 - Bicycle-vehicle separation—1
 - Bicycle rider comfort—1
 - Corridor Consistency—3
 - Public support to date—2

C. Alternative C—Buffered Bike Lanes

This alternative, shown in Figure 4 and located in the appendix, provides buffered on-street bicycle lanes on both sides of the roadway. The alternative provides a separated 10-foot-wide asphaltic multiuse path along the south side of the roadway and concrete sidewalk along the north side of the roadway where it currently exists and where it is desired.

This alternative provides bicycle-vehicle separation via a 3-foot buffer between the roadway and bicycle lanes. This alternative also provides continuity in the bicycle accommodations along McKee Road outside the project corridor. However, this alternative costs the most and requires more right-of-way acquisition than alternatives A, B, or D.

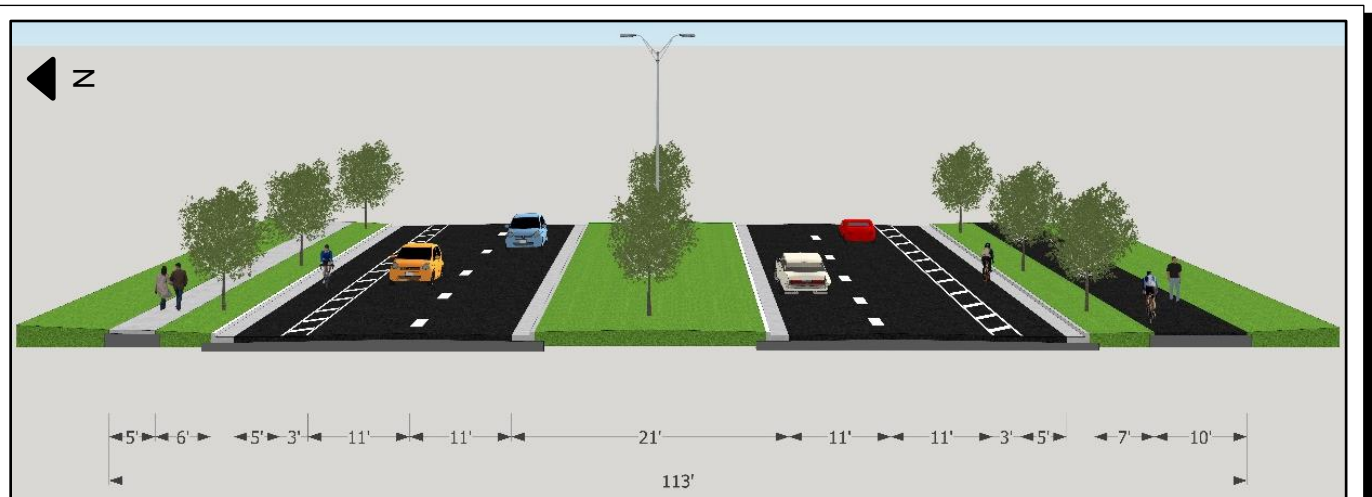


Figure 4 Alternative C—Buffered Bike Lanes

1. Anticipated Cost Range: \$6.2 million to \$6.9 million
2. Anticipated right-of-way acquisition: 6,800 square feet from 8 parcels
3. Typical Section Alternative Comparison Rank (1=highest; 3=lowest)
 - Bicycle-vehicle separation—2
 - Bicycle rider comfort—2
 - Corridor Consistency—1 (tie with Alternative A)
 - Public support to date—1

D. Alternative D—Off-Street Bike Lanes

This alternative, shown in Figure 5 and located in the appendix, resulted from public comments. This alternative provides off-street bicycle lanes, on both sides of the roadway, which are shared with pedestrians. The bicycle lanes are anticipated to be unidirectional, with the south lane traveling east and the north lane traveling west, with the pedestrian walkway being bidirectional.

The advantage of this typical section is that it provides separation between bicyclists and vehicles and also maintains bicycle continuity along McKee Road at either end of the project limits. The disadvantage, however, is that it combines bicycle traffic with pedestrians, which could present conflicts between them. Because this alternative was developed after the public information meeting, the anticipated cost and right-of-way impacts have not been investigated; however, the cost is anticipated to be between Alternative B and Alternative C and the right-of-way impacts are anticipated to be similar to those in Alternative B.

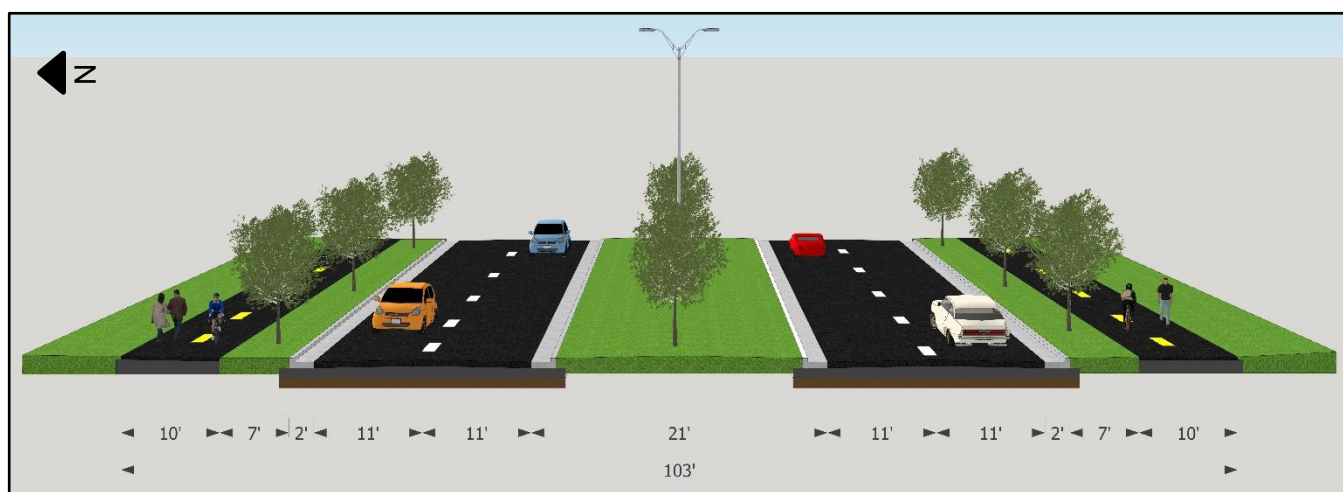


Figure 5 Alternative D—Off-Street Bike Lanes

SUMMARY

The four typical section alternatives for McKee Road provide varying levels and combinations of bicycle and pedestrian facilities. The alternatives are summarized in the table below.

Typical Section Alternative	Typical Section Width (feet)	Cost (million) ³	Right-of-way (square feet) ¹	Parcels Affected ²
Alternative A—Maintain Integral Curb and Gutter	103	\$5.4-\$5.9	5,100	4
Alternative B—Raised Cycle Track	103	\$5.6-\$6.1	4,100	3
Alternative C—Buffered Bike Lanes	113	\$6.2-\$6.9	6,800	8
Alternative D—Off-Street Bike Lanes	103	\$5.9-\$6.4	4,000-5,000	3-5

¹Anticipated right-of-way to be acquired. Additional temporary limited easement is anticipated throughout the project corridor.

²Number of parcels acquisition is anticipated from. Temporary limited easement is anticipated to affect additional parcels.

³Cost ranges are based on preliminary design, October 2017. Cost ranges include project review and construction delivery. Cost ranges are in 2017 dollars.

Table 1 Summary of Alternatives

Based on maintaining typical section consistency along McKee Road outside the project corridor, public input, and providing a facility that meets the project purpose and need, Alternative C is the preferred alternative because:

- It maintains on-street bicycle lanes while providing a buffer distance from traffic. Maintaining bike lanes on the roadway provides consistency with the existing roadway outside of the project limits to the west of Commerce Park Drive and to the east of Seminole Highway.
- It improves the riding surface by removing the existing concrete bike lanes with curb and gutter joints and replaces them with asphalt bike lanes.
- It minimizes the bicycle and pedestrian conflicts by providing both on-street and off-street bicycle accommodations.

MATPB TRAFFIC FORECAST REPORT	
PROJECT ID(S): 5849-02-02	
ROUTE(S): CTH PD and Seminole Hwy	

Region/COUNTY(IES): Dane
LOCATION: CTH PD and Seminole Hwy
COMPLETED: September 14, 2017

Developed by: David Kanning
Phone: (608) 266-4335

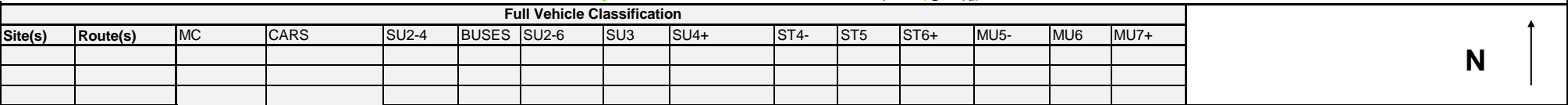
Madison Area
T · P · B
Transportation Planning Board
(a Metropolitan Planning Organization)

E-Mail: dkanning@cityofmadison.com

[illegible]

A horizontal timeline from 1945 to 2015 illustrating the evolution of the 'Right to Life' concept. The timeline is marked with years and includes various icons and text labels representing different stages of the movement.

- 1945**: *Life begins at fertilization* (with a small embryo icon)
- 1958**: *Life begins at conception* (with a small embryo icon)
- 1969**: *Life begins at fertilization* (with a small embryo icon)
- 1973**: *Life begins at fertilization* (with a small embryo icon)
- 1980**: *Life begins at fertilization* (with a small embryo icon)
- 1983**: *Life begins at fertilization* (with a small embryo icon)
- 1985**: *Life begins at fertilization* (with a small embryo icon)
- 1987**: *Life begins at fertilization* (with a small embryo icon)
- 1989**: *Life begins at fertilization* (with a small embryo icon)
- 1991**: *Life begins at fertilization* (with a small embryo icon)
- 1993**: *Life begins at fertilization* (with a small embryo icon)
- 1995**: *Life begins at fertilization* (with a small embryo icon)
- 1997**: *Life begins at fertilization* (with a small embryo icon)
- 1999**: *Life begins at fertilization* (with a small embryo icon)
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- 2003**: *Life begins at fertilization* (with a small embryo icon)
- 2005**: *Life begins at fertilization* (with a small embryo icon)
- 2007**: *Life begins at fertilization* (with a small embryo icon)
- 2009**: *Life begins at fertilization* (with a small embryo icon)
- 2011**: *Life begins at fertilization* (with a small embryo icon)
- 2013**: *Life begins at fertilization* (with a small embryo icon)
- 2015**: *Life begins at fertilization* (with a small embryo icon)

[illegible]

Symbol	Count	Symbol	Forecast
-000-	2015 Count	(000)	2020 AWDT
		[000]	2030 AWDT
		000	2040 AWDT

1. This projection assumes that no major new traffic generators will be developed in the area served by the roadway or intersection over the course of the planning period.
2. CTH PD and Seminole Highway are Factor Group II (Urban-Other) highways indicating low to moderate fluctuation in traffic from a seasonal perspective. CTH PD is functionally classified as a Principal Arterial and Seminole Highway is functionally classified as a Minor Arterial for count purposes.
3. The 2010/2050 Dane County Travel Demand Model was used to complete this forecast.
4. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.
5. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.

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4. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.
5. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.



MCKEE ROAD RECONSTRUCTION

Comment, Concern, or Issue:

The following comments were received by City staff or consultants during the public meeting held September 20, 2017:

- A resident from the Pine Ridge neighborhood liked the sidewalk connecting Pineway Trail and the Badger State Trail along the north side of McKee Road.
- A general comment received mentioned the bike lanes on McKee Road should be removed and multiuse paths should be provided along the entire south side of McKee Road, as shown, and along the north side from Commerce Park Drive to the Badger State Trail.
- A general comment received mentioned bike boxes shown at the McKee Road - Seminole Highway intersection won't be used because they are unprotected from through traffic on McKee Road.
- Dale Benjamin and the owners of Midwest Stone suggest that a longer left turn bay is needed at the Commerce Park intersection in the westbound movement. They also suggested that the northbound Commerce Park turn bays be extended. Right now they believe the traffic loops are not operating on that northbound leg of that intersection.
- A general comment was given by a few people about the lack of traffic increase in the future 2040 design year. Most people believe the traffic will grow much faster and larger than expected.



www.bikefitchburg.org ♥ (414) 477-8097  

October 03, 2017

TO: Ahnaray Bizjak
Transportation Project Engineer
Department of Public Works
FROM: Bike Fitchburg, Inc.
SUBJECT: Typical Section Alternatives for McKee Road Reconstruction Project

Dear Mrs. Bizjak,

This letter is in response to the posting on the City of Fitchburg website soliciting comments regarding three typical street section alternatives for the reconstruction of McKee Road, slated for 2020.

On behalf of Bike Fitchburg's Board of Directors and burgeoning group members, we write to express our support for the **"Alternative C"** street section to be incorporated in the redesign of ~3,200 feet of McKee Road from Commerce Park Drive to South Seminole Highway slated for reconstruction in 2020.

We believe that Typical Section Alternative "C" offers the most promise for separating modes of transportation along this heavily used corridor. It addresses the most common reason for people not to choose cycling that may be *"Interested, but Concerned."* It also leaves room for additional safety measures to be applied within buffer space (with some opportunity to add a *vertical* separator within the buffer area) and improves access to the corridor. We feel this alternative greatly improves safety for cyclists and pedestrians.

The Typical Section Alternative "C" offers a view facing to the east. Westbound traffic: 5' sidewalk on the North, 6' tree-terrace buffer, 5' bike lane w/ 3' buffer, (2) drive lanes, and a 22' median; the eastbound section includes, (2) 11' drive lanes, 5' bike lanes w/ 3' buffer, 7' tree-lined terrace buffer, and, finally, a 10' multi-use side path. Other alternatives that have been shared consist of mixing bicyclist and pedestrian traffic, or maintaining the current configuration of unbuffered bicycle lanes; however, these alternatives do not provide the level of safety as Alternative "C" can provide. There are indeed several aspects of the other alternatives that make Alternative "C" the best option.

Firstly, the provision of multi-use paths on either side of the roadway rather than the providing a separation of bicyclists from walkers and joggers is not ideal. The speed of a commuting cyclist is 10-12 mph, while an individual is maintaining high cadence in training for road bike racing, speeds along this stretch of road could conceivably hit speeds above the 20 mph mark. While a person power walking can average 3 to 4 mph, a person walking with a baby stroller average between 1.5 to 2.5 mph. Runners can maintain speeds of 6 – 10 mph, respectively, but that is still not a safe variation of speeds to incorporate onto a narrow pathway. This will likely cause congestion and dangerous situations resulting in crashes among trail users. Bicycle traffic needs to have its own facilities and it needs protection, such as the buffer zone offered in Alternative "C".

Secondly, Alternative "C" provides separated lanes for bicycles with the enhanced safety feature of providing a 3' wide hash marked area to act as a buffer between the bicycle travel lanes and motor-vehicle lanes. There are many benefits to providing this buffer space for cyclists:

1. It provides greater shy distance between motor vehicles and bicyclists.
2. Provides space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane (this could be especially more common in our area with the high percentage of cyclists training for sporting events).
3. With the diagonally placed hash marks, it provides a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane.
4. Appeals to a wider cross-section of bicycle users because of both real and perceived sense of safety it does offer.



www.bikefitchburg.org ♥ (414) 477-8097  

5. When there is no right turn only lane provided at an intersection approach, a transitional area can be provided to allow both cyclist and driver to see that their lanes are coming to a common area. The separated hash- markings can be reduced to straight line markings to encourage slower travel as motor vehicles approach to turn right at intersection. After the intersection, the 3' buffered section can resume as it was before the intersection approach.
6. Encourages more use of our regions trail network by providing safe connections with improved on-street facilities.¹

Finally, Alternatives “A” and “B” are inadequate in providing the greatest safety between motorized and non-motorized modes of travel. Maintaining the current unbuffered, constrained space to operate a bicycle or adding contraflow lanes does not improve safety:

- a. Alternative “A” maintains an existing bike lanes currently offering no buffer between motor vehicles operating at high rates of speeds (40+ mph). Statistics from an American Automobile Association study in 2011 illustrate that the survivability of a cyclist involved in a car-bike accident are close to 17% when motor vehicles are traveling at 40mph or more.² Cyclists, in the current configuration, are often compelled to ride along the curbside where debris collects and complicates bike navigation. Larger obstacles or collections of loose gravel could easily cause a rider to jut out into traffic to be struck.
- b. Alternative “B” promotes the use of a “cycle track” to separate bicycle users from motor vehicle traffic. This alternative would remove cycling traffic from the main roadway surface and construct facilities to the south side, adjacent to the roadway, where a two-way, bike-only path of 8' would lay adjacent to a 5' wide buffered sidewalk. This would act very similarly to a contraflow lane in the easterly direction, causing conflict points at intersections along the corridor. Yes, this concept does remove the cyclist from the roadway and there is perceived safety in that measure, but it does not address visibility issues inherently bad with this design, when adjacent to a fast-moving thoroughfare—such as McKee Road—with wide and expansive intersections. Contraflow lanes may be more appropriately used on a roadway with one-way motor vehicle travel. Placement along a busy corridor “puts cyclists in a position (coming from the right) where motorists do not expect to see them.”³ Motorists attempting to turn onto McKee Road from a side street expect traffic coming from the left, but may be unpleasantly surprised to see bicyclists traveling again the direction of traffic on the same side of the road.

In closing, as an organization, we believe the benefits of safety and accessibility make Section Alternative “C” worth pursuing and implementing. We hope that the City of Fitchburg will continue to support this and other safety measures for bicyclists and pedestrians within the city.

Respectfully submitted,
Matthew Jones
President; Bike Fitchburg, Inc.

¹ <https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/>. Retrieved 10/01/2017

² <https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf>. Retrieved 10/02/2017

³ http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=15. Retrieved 10/01/2017

Engelke, Jared

From: Mattmonday@yahoo.com
Sent: Wednesday, October 4, 2017 3:46 PM
To: Ahnaray Bizjak
Cc: Jennifer Ullman; David L. Vogt; Liz S.; William Hauda; kay@kaylumdesign.com; Cory Horton; Engelke, Jared; Straka, Josh
Subject: Re: BIKE FITCHBURG RECOMMENDATIONS ON TYP SECTION FOR McKEE RD RECON 2020

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Decision

Hell Ahna Et al:

Below are BF comments with respect to the newest information you provided in your email yesterday afternoon. Please forward these to Strand and any others involved with the typical section selection.

These are comments put together (at first blush) with regard to the alternative to the alternatives, so to speak:

1. Can the medium be reduced to 15', maintaining the 103' ROW? The multi-use paths could be increased in size to 12', which would be much preferred in this alternative. It offers more visibility to pedestrians, bicyclists and motor vehicles. It also provides more separation from the pedestrians and bicyclists "sharing" the path.
2. Would the multi-use paths be directional? In that, would the paths on either side of the corridor go with motor vehicle traffic, in an east-west configuration? That my help to reduce conflicts at intersecting points.
3. Although there may not be many driveways or intersections along this section, it does set up a configuration that would likely cause confusion for some drivers, riders and walkers in an area where speeds are significant. taking out the bike lanes entirely will likely cause motor vehicle traffic speeds to increase.
4. there should at least be colored pavement on the multi-use paths signifying direction, walking lane or biking lane. Green for biking and Blue for walking, for example.
5. If the new option is incorporated, there will have to be attention given to maintaining a clear line of site at intersections and driveways, such as not blocking views with terrace trees or bushes.
6. intersections should also include painted bike lanes/ walk lanes—more than the standard white line that is often so easily ignored by motor vehicles, resulting in encroaching on pedestrian and bicyclist ROW.
7. How will this design be incorporated into the remainder of McKee Road east of Seminole Highway when it is rebuilt? It needs to maintain a consistency, predictability for users.

Thank you,

Matthew Jones

Engelke, Jared

From: Ahnaray Bizjak <Ahnaray.Bizjak@fitchburgwi.gov>
Sent: Monday, October 9, 2017 3:51 PM
To: Steven Yule
Cc: Engelke, Jared; Straka, Josh; Cory Horton
Subject: RE: McKee Road Reconstruction

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Decision

Hello Steven ~ Thank you for providing comments on the McKee Road Reconstruction project! Your feedback is appreciated and I will share your comments with the consultant as we continue to evaluate the typical section alternatives that have been presented.

With regards to your question about the Seminole Highway and McKee Road intersection; we are in the process of modeling that intersection to get a better understanding of the operations for existing and future conditions. We don't know quite yet how the signal will operate with regards to left turns and whether they would be a protected only phase (only allowed with a green arrow) or if they will be a combination of protected/permissive operations (in this case there is a green arrow for a short period of time followed by a yellow flashing arrow phase which allows left turns if/when there are gaps with opposing through traffic). The final operations will be determined as we get further along with the design.

But your comments have been noted and will be taken into account as we make those decisions!

Thank you again for taking the time to send in your comments.
Sincerely,
Ahna

From: Steven Yule [mailto:syule7@outlook.com]
Sent: Tuesday, October 3, 2017 7:33 PM
To: Ahnaray Bizjak <Ahnaray.Bizjak@fitchburgwi.gov>
Subject: McKee Road Reconstruction

Hi Ahna,

Thank you and the others responsible for providing the public information session in September. I am very supportive of the overall plans for the reconstruction of McKee Road and McKee/Seminole Highway intersection that is planned for 2020. Regarding the three options for bicycles, I select the option that would retain bike lanes on the main roadway without green bike boxes and without extra expenditures for creating bike lanes separated from the main roadway, especially since there is a mixed-use path on the south side of McKee. With that type of option for bicycles, I would be supportive of adequate crosswalks to allow bicyclists to walk their bicycles across McKee if they would like.

Regarding installing sidewalk on the north side of McKee where they are not currently present, I would be supportive of spending money for those sidewalks if there would be foot traffic that would use the sidewalk.

I also like very much making dedicated left turn, straight, and right turn lanes for northbound Seminole Highway at McKee. Having those separate lanes would help move the northbound traffic through quicker; decrease the occurrence

of waiting through multiple signal cycles when traffic is heavier; and facilitate moving right turners faster since they will not have to wait for the sometimes very slow moving traffic going straight northbound.

With the expansion to two lanes for vehicles turning northbound on Seminole Highway from eastbound McKee and the slight separation of the left turn lane from westbound McKee to southbound Seminole Highway as shown on the plans, I'm assuming that left turning will become much safer than it is currently and will become left-turn-on-arrow only – is that correct?

Thanks again! I appreciate the opportunity to provide input on this important project.

Cordially,
Steven Yule
2896 South Seminole Highway, Unit 10
Fitchburg

Engelke, Jared

From: Kristin Cooper <gallagk@gmail.com>
Sent: Monday, October 9, 2017 9:42 PM
To: Ahnaray Bizjak
Cc: Cory Horton; Engelke, Jared; Straka, Josh
Subject: Re: McKee rd comments

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Decision

Hi ,
Thank you for the reply!
Regarding the alternative you shared of a 10' wide share use path on both sides, this would be an acceptable approach and I would be in favor of it. With the kind of car traffic on McKee, the bike accommodations need to be separated from the road. (On-Street, unprotected lanes on McKee are only going to be used by confident cyclists and creates more risk for vulnerable users on bicycles.) Thanks for your work, Kristin

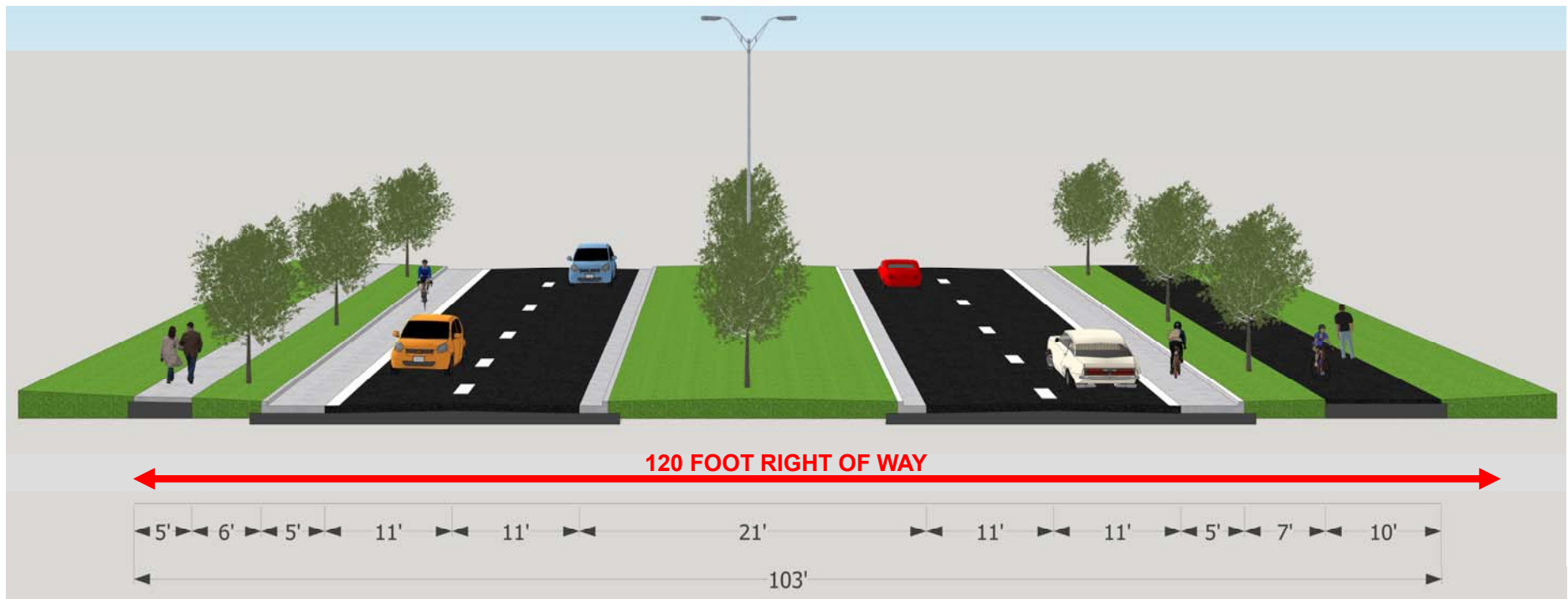
> On Oct 3, 2017, at 12:12 PM, Ahnaray Bizjak <Ahnaray.Bizjak@fitchburgwi.gov> wrote:
>
> Hello Kristin ~ Thank you for taking the time to submit a comment on the McKee Road reconstruction project. At this time, we have received the most support for typical section Alternative C. I am sharing your comment with the design consultants so they can keep a list of the input that we have received for this project.
>
> I will comment that the concern with Alternative C is right-of-way impacts and cost. However, the City acknowledges the advantages of the buffered bike lane on McKee Road. Another alternative is now being considered which would include a 10' wide shared-use path on BOTH sides of McKee Road, but would eliminate the on-road bike lanes between Commerce Park Drive and Seminole Highway. The advantage to this alternative is the opportunity to provide complete separation (both vertical and horizontal) between bikes and cars and the width of this alternative will be a better fit within the existing corridor. Attached is a sketch of what that typical section would look like. In this case, bikes would be redirected from the on-street bike lanes to the path in both the eastbound and westbound directions. What are your thoughts about this alternative?
>
> Sincerely,
> Ahna
>
> -----Original Message-----
> From: Kristin Cooper [mailto:gallagk@gmail.com]
> Sent: Thursday, September 28, 2017 10:03 PM
> To: Ahnaray Bizjak <Ahnaray.Bizjak@fitchburgwi.gov>
> Subject: McKee rd comments
>
> Dear Ahnaray,
>
> I am a lifelong resident of the Fitchburg/Madison area and have been traveling through Fitchburg and Madison by car and bike my entire life.
>
> Regarding the upcoming McKee road construction, I strongly recommend typical section Alternative "C"
> - 5' bike lanes. W/ 3' buffers
> - sidewalk

> - multi use side paths in either side.
>
> See aerial overview here:
>
> [Http://www.fitchburgwi.gov/documentcenter/view/15858](http://www.fitchburgwi.gov/documentcenter/view/15858)
>
> Thank you for taking my concerns into consideration.
>
> Best,
> Kristin Cooper
> <Alternative4.jpg>

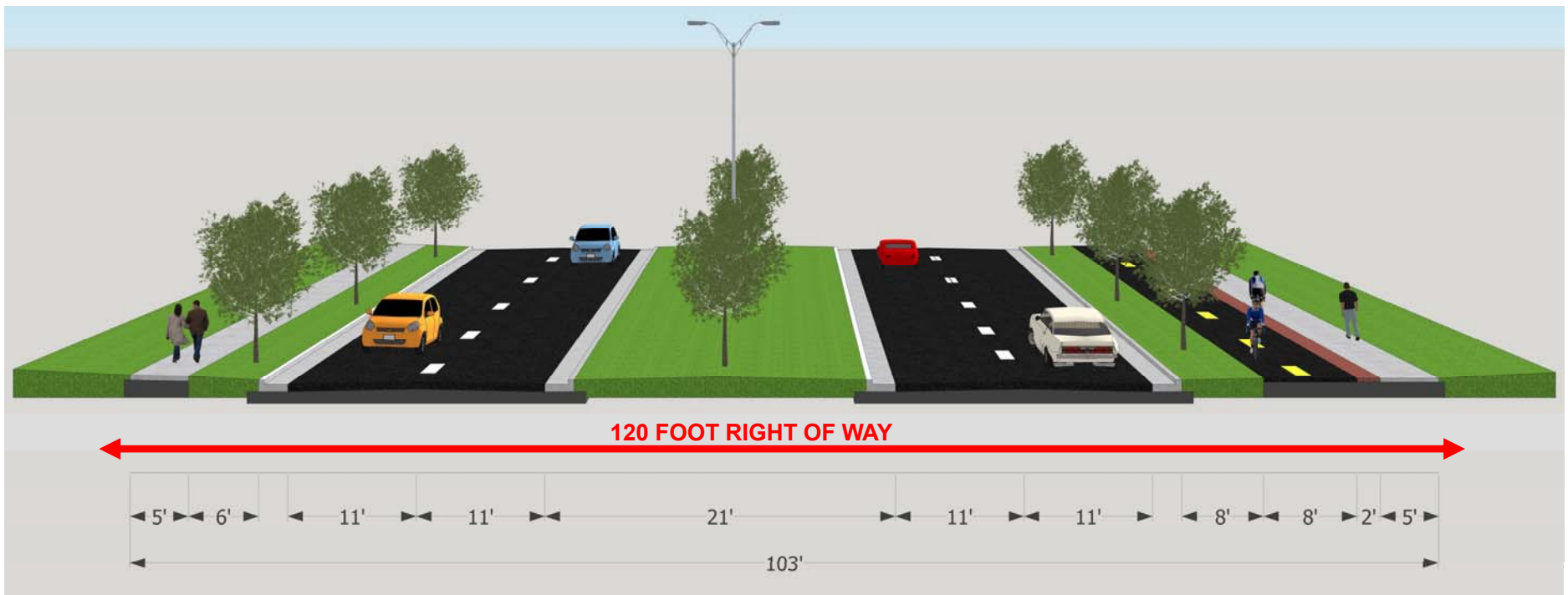
APPENDIX C
TYPICAL SECTION ALTERNATIVES

CTH PD (McKee Road) Alternative A

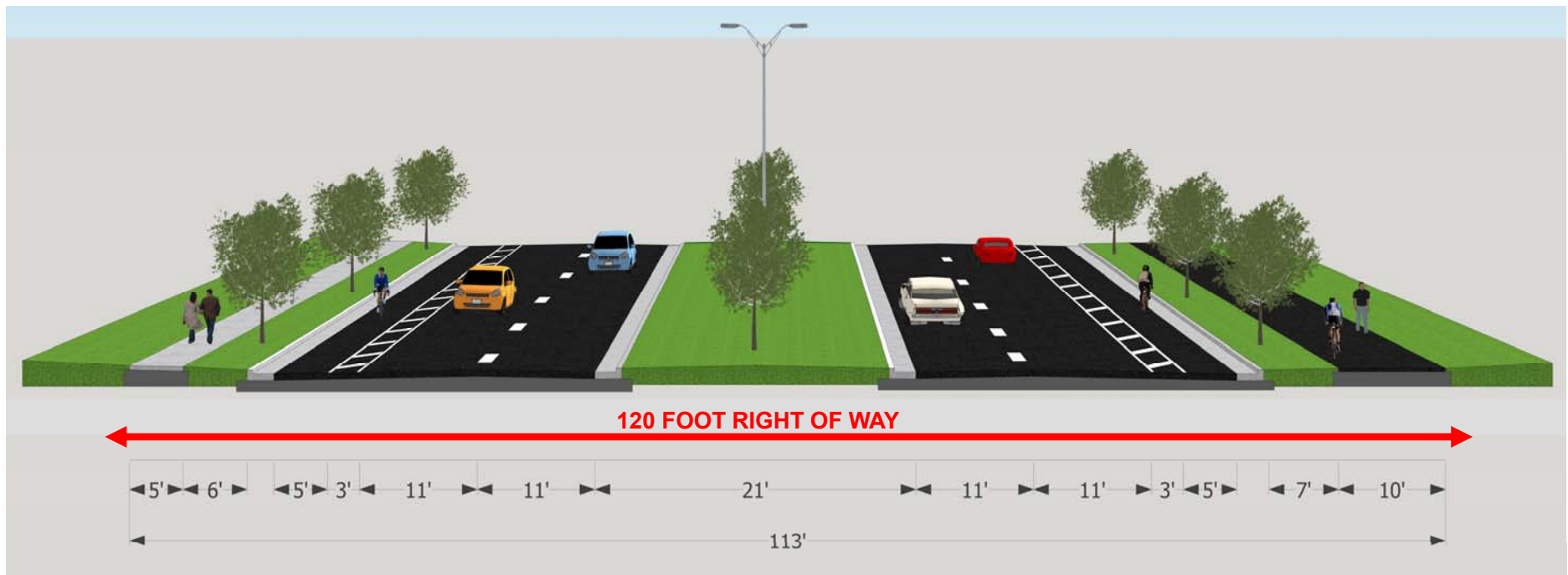
Maintain Integral Curb & Gutter



CTH PD (McKee Road) Alternative B Raised Cycle Track



CTH PD (McKee Road) Alternative C Buffered Bike Lanes



CTH PD (McKee Road) Alternative D Off-Street Bike Lanes

